

# ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. IX.—No. 4.]

WASHINGTON, THURSDAY, JULY 25, 1839.

[WHOLE No. 238.]

## Foreign Miscellany.

### From the United Service Journal, for June. ON THE EDUCATION OF NAVAL OFFICERS. PART FIRST.

OF THE TIME ANTECEDENT TO GOING AFLOAT; AND  
UP TO THE PERIOD OF PROMOTION TO  
RANK OF LIEUTENANT.

To furnish opportunities of instruction at the right moments, and to impart adequate motives to exertion, is the proper business of education; for it is clear that, unless we adapt our means to the age and other circumstances of the parties whom we wish to mould after a certain fashion, we shall waste our labor. The nature and degree of study, for instance, which are suited to boys, would prove irksome and useless if imposed on grown-up men; while the mature attainments, and more enlarged scope of thought which belong to manhood, lie beyond the reach of, and would fatigue the attention of youth. All this appears obvious enough when broadly stated, but it is wonderful how often its truth is set at naught in practice, and no where, we fear, more than in the education of naval officers.

Without refining too much, we think the education of this class of the public servants may be usefully viewed under three distinct periods. First, during the time antecedent to their going to sea; secondly, during the time they are working for their commissions; and, thirdly, when they have become officers, and are vested with certain definite responsibilities, but without having reached the top of the tree, as it is called, when they come to the command of ships and fleets.

In strictness, however, although the periods first alluded to be those in which what is called education is carried on, the true education—that is, the mental improvement—of a naval officer ought never to cease; inasmuch as the number and importance of his duties increase in a more rapid progression than his knowledge can possibly follow; and as he is required to act promptly, in order to preserve the spirit of the service, he must, if he hopes to maintain his influence, contrive to acquire information as he goes along. But the nature of his education at the advanced period of an officer's life is totally different from that in his youth. At the early periods the utility of the knowledge imparted to him is vague, its application to the business of life slow and uncertain, and the connexion of its parts indistinct; while, in the after stages of his career, the new instruction which the nature of his employment forces him to procure is of such immediate application, that its force tells at once, and if it be not well grounded, the result is soon proved to be mischievous. So that knowledge, and its practical adaptation to professional purposes, not only go hand in hand, but act and react on one another in a manner, we believe, quite peculiar to the naval service.

Of the truth of this we find ample evidence in the memoirs of Nelson, Collingwood, Howe, and other great officers, whose position in command of fleets brought them into diplomatic relations with the statesmen of other countries. The same thing is observable in the details of every voyage of discovery, or of surveying, and on many other occasions of perpetual recurrence afloat, when it will be seen that, unless the commander have his mind perpetually at school, so to speak, even the ordinary incidents of his profession will accumulate to such a degree under his hands, that he may often not be able to disentangle himself from their complicated responsibilities. It is, in fact, this necessity of immediate action which gives to the naval character that promptitude, and those

habits of resource, which so remarkably distinguish the profession; and, as these qualities form essentially the most useful features of an officer's character, we ought to keep them in view at every stage of his education, and to endeavor, by every means in our power, to instil into his mind the paramount importance of correct knowledge in the first place, and, in the next, the scarcely less valuable attainment of rapid decision as a habit. It is very true that a man of quick parts, ardent temperament, and full of zealous aspirations, will make more progress in such a course of education than one whose mind is less gifted, or whose disposition is more languid. But as all education is, or ought to be, such an exercise of the faculties as may engender good habits, these distinctions between man and man will prove more matter of degree than of kind. If the education be properly conducted, the service and the country will get as much work out of each officer as, by his nature, he is capable of yielding; and this is all we can hope for by any system of teaching; for we cannot alter men's natures, and at best we can only call into exercise those powers which might otherwise have remained dormant.

To leave these general speculations, in order to grapple with the more difficult questions of practical detail, we may begin with the beginning, and say that, in his own father's house, by his own fireside, and amongst his parents, his brothers, and his sisters, perhaps the most material part of the future officer's education is insensibly communicated to him. It is there that those principles of right and wrong should be instilled into his mind, and that ground work of religious faith be built up, on which alone they should be made to rest if they are to stand by him in after-life. It is there chiefly that his manners are to be moulded, and his temper corrected, and fitted for the management of mankind. It is there that he learns to exercise those milder graces of life, and that gentler play of the feelings which, let stern natures say what they will, are by far the most efficacious instruments of discipline, even when the materials to be wrought upon are apparently the most rugged. It is at home, too, and before mixing with the distrusters, the disheartening coldness, and the miserable scepticism of the world, that the generous enthusiasm which excites more or less in every young breast may be so regulated that of itself, like waters running to the sea, it may fall into channels which, having virtue for their sole end, will ultimately find in their exercise their inherent and sufficient reward. Without some such process of homebred germination the seed will seldom turn to good fruit in any profession; but in the navy this is peculiarly necessary to be inculcated, because the point of honor in its true sense, that is, the application of sound principles to daily practice, is the first requisite in the culture of its members.

For the rest, the preparatory education of a young person intended for the navy is simple enough. As he must go to sea soon—say at thirteen, or, at the very most, fourteen—it is clear he can make no great progress in classical attainments before going afloat. This is certainly a pity, for all experience shows how materially the taste and manners of a gentleman are improved by these pursuits. No people, indeed, feel their inevitable deficiency in this respect more than naval officers; and none have more reason to rejoice than the few amongst them whose situation in after-life has been such as to enable them to make up their lee-way in the classics.

This, however, does not apply to the living languages, and French, to a sufficient extent, may always be taught to every boy intended for the sea. If

he have an aptitude for languages, either Italian or Spanish, or both, may be usefully superadded. French has been well called "the algebra of tongues," from its being a sort of general medium of communication, current over the greater part of the earth. It is certainly the most difficult of all to acquire in its highest delicacies of pronunciation and idiom, but, fortunately, it is easy of acquisition so far as ordinary colloquial work is required. It is highly desirable that an officer, besides being able to speak French so as to make himself understood, should be able to write it correctly. This, we believe, may be taught to any one of good capacity, although the same person might never be able, by any exertion, or any amount of practice, to speak it perfectly well.

Italian is of great use in the Mediterranean, where so much of our mixed and diplomatic duties lie. But it may be thought that Spanish is more useful still, when the extent of countries where that language is exclusively spoken is taken into consideration. In most of the South American States, even the French is of little or no use. A very small acquaintance with Spanish, Portuguese, or Italian might often be of great service to a naval officer, and we could quote many instances of this were it not sufficiently obvious: a single example will suffice. An officer, with whom we are acquainted, when in command of a frigate, fell in with four or five ships, all bearing Portuguese colors, and all professing to show Portuguese papers. We were then at peace with Portugal, but at war with Spain; and several of these ships, being, in fact, Spaniards, adroitly availed themselves of the similarity of the two languages, and trusting to the chance of no one in the English frigate knowing either, (which in fact was the case,) they all escaped capture, notwithstanding they were examined with a good deal of care. This great loss could not have occurred had there been a single individual on board, even a middy, acquainted in the most elementary way, either with the Spanish or Portuguese languages!

Mathematics, being the basis on which the whole science of navigation, and many of the most important parts of seamanship, gunnery, and steam machinery rest, not only for their explanation, but for the practical working, must ever form an indispensable part of a naval officer's education. The only question is the kind and degree of mathematical study required previous to a boy's going on board ship, and after he has gone afloat; and we shall take occasion, as we go along, to specify what we consider the proper mathematical pursuit for each epoch in an officer's career. In the first place, then, that is to say, antecedent to his going to sea, he should be well schooled in the first six books of Euclid, and, if possible, also in the elements of plane and spherical trigonometry. He should be familiar with the first rules of arithmetic, and be as much practised in the use of decimal fractions as possible. If his taste and talents lie in that direction, a touch of algebra will be useful as a stimulant to his curiosity, by opening a field of inquiry, and giving the promise of a power which he may one day wield to great advantage. This degree of mathematics, if properly mastered in early youth, will render all his subsequent studies comparatively easy, and, by giving him a confidence in himself which nothing can shake, will tend greatly to brace his mind for those higher struggles which the pursuit of his profession may bring upon him.

Along with these objects of severer study, a boy intended for the navy may very usefully take a course of geography; not indeed according to those dull and most unsatisfactory of books called "Guides to the Globes," but taught in such a manner as to fix his attention. Geography, to be taught usefully to a boy circumstanced as we are supposing, should have some decided reference—no matter how remote—to the future business of his life. For example, we would make him describe his progress intelligibly as he ran his finger along the south coast of Spain, beginning

at Gibraltar, then up its east coast next the south coast of France, thence to Italy, and so down the coast till he touched up and went round Sicily, up the Adriatic, round Greece and its islands to the Archipelago, Turkey, the shores of Asia Minor, Palestine, Egypt, and the north coast of Africa, back to Gibraltar. We should make him do this on the globe, just as he might expect to do in after times in a ship of his own. We would require him to name and describe all the ports which he came to in this voyage, to tell the countries they belonged to, the language spoken there, the rivers flowing into them, their produce and capabilities, more or less, as sea-ports, or as resorts of commerce. In this way the subject would be made to hang together in a manner which it never can do when a mere string of names is attempted to be threaded on the memory. If it be desired to extend the research, the different rivers may be ascended, and the towns on the banks visited. The bearings and distances between maritime countries may also be usefully taught, or the bearings and distances from one another, and the latitudes, longitudes, and so forth, of such groups as the Azores, the Canaries, and the Cape de Verdes. Under the same régime, or something like it, a good deal of useful historical information might be imparted, without the necessity of reading up, doggedly, so much history as is usually crammed into young minds never to be digested. We would by all means, in the course of this invaluable period of education, endeavor to store the young understanding with as many facts as it could agreeably stow away, without considering it necessary that the steps by which the information was come at by the teacher should in every case be described. And it would be a wholesome addition to the boy's studies if he were led to take delight in the military and naval annals of his own and other countries. Moreover, we should think all the better of his prospects, if he were to fall in love with Milton and Shakspeare long before he reached those years at which he could fully relish their higher beauties, or become conscious how much his tastes, his manners, and even his principles, might derive stability of purpose from a familiarity with such exquisite models of expression. True elegance in literature is always indicative of a high tone of thought, feeling, and action, and a boy may be led by its study to become acquainted with things which his own unprompted imagination might have been unable to conceive, and still less to suppose possible in practice. We have seldom seen anything mean, or unworthy of an officer, in persons truly sensible of the beauties of Shakspeare, which, in our day at least, was the *vade mecum* of the midshipman's berth, and we hope it is so still.

We have already glanced at the vast importance of forming the youthful character upon principle; but we must not dismiss this branch of the subject by a mere allusion, or shrink from solemnly appealing to parents to study with all their strength to inculcate on the future sailor such a sense of his religious duties, and such a resolute faith in their divine authority, that wherever he goes, into whatever company he may be thrown—and he will surely meet with much that is dangerous—he may be so fortified, as to resist not merely the cunning reasons of the sceptic, but the cutting ridicule of the profligate. The time will surely come when he will learn the shallowness of the one, and the folly of his being moved by the other; but he may have to pass through a painful, intermediate period of doubt and difficulty which, independent of its fearful danger in itself, will often cramp his professional exertions, by removing from his mind what experience proves to be the most generous and ennobling of all motives to action, the heart-felt conviction that the paramount object of his life is the performance of his duty.

The next epoch in our young officer's education is, when he is fairly launched, and by one act cut off from the anxious care of his parents and the tender



regards of his family and friends, to drift about on the wide world amid strange scenes, and to associate with crowds totally indifferent to him or his concerns. Say what we may of the charms of novelty, the excitement of new-born duties, and the surprise of independence from domestic control, as well as the exercise of free thoughts for the first time, it is always a formidable moment which wrenches us from our home at the outset of life! And people in power—on whom so much of the happiness or misery of a ship depends—should make more allowance than they are wont to show for the desolation which pervades the young midshipman's heart, as the white cliffs of Britain sink beneath the horizon, and his eyes, half filled with natural tears, on turning for the sympathy they have never before missed, meet only with ridicule! A word of encouragement, or of mere kindness, at such a moment, especially from the captain, is a hundredfold more deeply felt and longer remembered than important services in after-life, when a more extensive intercourse with mankind has case-hardened the feelings. If men in authority would but recollect how far their simplest words go, either to wound or to heal, they would far oftener check their expressions of impatience than they do, and by a very slight exercise of kindness make many a drooping heart rejoice, which they now, without any intention, set a bleeding. We shall suppose, however, that all this has been got over, and that the youth has been inducted into the mysteries of the ship from the mast-head to the cockpit, and has been gradually trained to a due knowledge of his technical duties; the question becomes, what is the best course of education which he can be made to follow?

And here we may observe, once for all, that in using the words *naval education*, we allude to that instruction which may be derived from the study of books, or from persons skilled in books, while we shall say nothing at present of those direct technical branches of his professional knowledge, without a perfect acquaintance with which he ought not to be allowed to move a single step in any thing else. For the present, therefore, we shall take it for granted that his duties as a seaman and an officer, in their utmost detail, are taught him, as matters of such primary importance, that every thing else must give place to them.

This being well understood, it is asked, what would you make the young man's studies in the school room? The answer to this will depend on several things. On the means of instruction which the ship affords; on the disposition of the Captain to bring his youngsters forward; on the size of the ship, and the convenience it affords for study; and, finally on the particular service, and the particular station on which she may be employed. If a good schoolmaster (especially if he unites with it the character of chaplain) be on board, and that he be properly supported by the Captain, a great deal that is useful may be learned, if the right principles of naval information be steadily kept in view. This principle we hold to be, at every stage of an officer's life, the *constant and inseparable union of practice with study*. We consider the plan which used in old times to be followed, of going through a complete course of navigation by rules and formulæ alone, with little or no real practical work, to be a great deal worse than useless. It is not only mischievous from its wasting time, but is hurtful from its disgusting dryness, and the total absence of any obvious utility. On the other hand, when the theory, the rules, and the practice go together, the study of navigation, seamanship, gunnery, or any other of an officer's duties, is strongly recommended to the pupil's regard by the freshness of actual use. If, for example, a young fellow has merely a diagram drawn out in a book, or on a board before him, by which the meaning of the term *latitude* is explained to him, and the relations of that element to the sun's declination and zenith distance demonstrated, he may or may

not remember the steps of the process according as he is a quick or a stupid boy; while, whatever he be, he will care little or nothing for these dry and insulated results. But if, immediately after such a lesson, he is required to go upon deck, and a quadrant is put into his hands, with which he takes the sun's altitude himself, he feels that he is in earnest, and he becomes impatient to construct a fresh diagram, to show what he has been doing. He lays down his altitude, draws his horizon, erects his perpendicular for the zenith, fishes out his declination eagerly from the "Nautical Almanac," and rejoices to see with what ease and simplicity the latitude develops itself. He may naturally feel surprised that at the first trial he comes so near the truth. On the next day he feels impatient for noon, and makes his observation with more confidence; but he is no longer satisfied with the mere approximation which delighted him the day before. He now inquires the reason of his not agreeing with the master exactly, upon which his instructor points out the necessity of attending to sundry minor corrections—such as the dip of the horizon, the refraction, and the error of the instrument—all of which he might very probably have written down in his "examples for exercise" twenty times before, without understanding or even caring for their import. Now, however, he values all these things from their direct connexion with the real work of the ship, and so far from from repelling, or receiving with schoolboy coldness, the instructions of his master, he courts them with the eagerness of an officer, and soon becomes anxious to learn new rules, that he may be able to avail himself of new applications of his instruments.

We have selected the above example as one of the simplest and most elementary of all. But it will serve our purpose to explain why the whole system of an officer's education—at all events during the early period of which we are now treating—should consist of a constant and intimate mixture of mathematical study, and the nautical applications thereof to practice. To help on this question, we consider it highly desirable that young officers on board ship should have the use of good instruments, because they never fully believe themselves to be in earnest as long as the results of their observations fall short of that degree of accuracy which they see attained by the master and other persons on board. This ambition is very productive, and ought to be encouraged by every means in our power. We have had ample opportunities of witnessing, on a great variety of dispositions, the animating influence of this kind of encouragement; and we, therefore, speak with confidence of its importance to the well-being of the service. We would by no means confine this principle of instruction to mere navigation, or to those parts of an officer's duty which depend on the union of mathematical demonstration and instrumental practice, but would extend it to the use of languages, and, whenever we had opportunities we should send young officers on missions requiring the use of the little French, or the little Spanish which they possessed. On these occasions they would inevitably be taught, by the issue, more of the real value of a knowledge of tongues in one day, than they could have learned from poring over grammars and dictionaries for six months, without such application of the rules. These very rules, however, the moment their real use is understood, are doubly valued, and, instead of being looked upon with disgust, are applied to with delight.

We have long advocated, as our readers are aware, the important union of chaplain and schoolmaster on board our ships of war—a union of duties not only quith compatible, but which brings with it advantages to the service at large, as well as to all the parties concerned. It is needless to re-argue this point at present; but we may repeat, in the first place, that it is hopeless to expect men of abilities and education to serve in the capacity of teachers on-board ship,

unless their situation is made one of comfort and respectability, as well as of profit, and unless, in addition to their messing with the officers, and being considered as such, and marked out by a distinctive dress, they have also both an adequate salary in the mean time, and the prospect of a handsome retirement eventually. The improvements recently made in these matters will tend materially to improve the situation of this valuable class of public servants, and we have no doubt that in ships where the commanding officers are duly impressed with the importance of lending the weight of their authority to the instructions alluded to, the result of such sanction will be greatly to the benefit of the navy. Much, however, may be done to give effect to the instructions on board ship, by the establishment of regulations which may be binding on all officers, whether they be zealously disposed or not. We all know the difference which takes place in a ship when the Captain takes an especial interest in this or that branch of the duty, and affords it, as the middies say, the light of his countenance. And though it be manifestly impossible to impart, by means of written injunctions, the same degree of spirit which belongs to sincerity and zeal in carrying on the duty, yet much might, we think, be accomplished (for much, we all know, is accomplished in other departments) by specific regulations. Why, for example, might it not be ordered and directed that on board every ship an examination of all the midshipmen and mates should take place once a week, and a formal report of the progress of each be regularly made for transmission, through the commander-in-chief, to the Admiralty, from time to time? By this means it might be ascertained not only what advance the youngsters made, who were beginning their career, but whether or not those who had previously passed their examination, took pains to keep up their knowledge; and instead of satisfying themselves, as too many do, with what they found necessary on the passing day, were anxious to extend their information to other branches of professional knowledge. It is, indeed, both melancholy and humiliating to see the manner in which young men "read up," or "cram," as they call it, in order to pass the easy—much too easy—examination at present established; and then, burning their books, never dream of following up their studies!

We are aware that even now many Captains have regular passing-days on board their ships, on which all the young men are examined in navigation, in seamanship, in gunnery, and in other matters connected with their duty; and they are required to show, both in *viva voce* examinations, and in subsequent written statements, that they thoroughly understand what they have been questioned about, and that they are not merely repeating, parrot fashion, what has been stuffed into them for the nonce. In some ships, and under some distinguished officers whom we could name, these periodical examinations are rendered not only very instructive, but, we have been told, and can readily believe, very agreeable to the young men. Those facts which relate to seamanship are superintended by the master, and illustrated, not by the fallacious method of models and drawings, but by actually working with the rigging under the eye of the boatswain. All this, we know, has often been done before, but never systematically made the subject of frequent examinations. Those examinations which relate to navigation, in like manner, are conducted by the instructor, of course, but tested, immediately, and rendered manifest by the actual use of the sextant and chronometer, and not merely by the trashy operation of working out an example from a book. In gunnery, too, that most important branch of naval duty, the admirable course of instructions taught on board the *Excellent* is now required to be so familiarly known to all, that any one of the young men, and each in his turn, should prove himself competent not only to work the guns, but to teach and drill others in its per-

formance; not merely, for instance, to give the rules for disporting a gun, but really to disport it, and, having so done, to fire his shot and hit his mark, by the aid of elevations determined by sites fixed on the gun by his own hands.

In short, the captains we allude to, by a simple and uniform system of periodical but frequent examinations, satisfy themselves that the knowledge of all the young men under their orders is not at a stand-still, but is progressive, and that every thing they know, or pretend to know, is really so well understood, that it can be rendered available in practice, and that every thing they learn is kept up. Now, what we should like to see, is the compulsory adoption, generally throughout the service, of this system, which, at present, is left to the choice of the Captain. It is true that, in order to render such a plan of operations as fully useful as it is capable of being made, the cordial co-operation of the chief authority on board is requisite; and manage it as the Admiralty pleases, there must still be distinctions, and more or less profit, according to circumstances. But this objection, if it be one, is common to many other branches of the service; and all we contend for is, that much good might, nay *must*, spring from the establishment of a uniform system, which has for its object to ascertain, record, and report, what is the actual state and condition of the course of instruction amongst the rising generation of officers afloat. We moreover conceive that such a system, if made universal, and carried into effect with proper spirit, as it no doubt would be by the commanding officers of our ships, would give so direct a stimulus to all the different classes of young men who are looking forward to their commissions, that much more important fruits would spring out of their studies than can be expected at present. No man or boy—and still less those who are in the delicate and critical position of being neither the one nor the other—ever works to really good purpose, if what he is doing is taken no notice of by those on whom his fortunes depend. Censure will work on some, on the greater part commendation; but all, without exception, will be moved by the mere consciousness of due superintendence by their superiors. The instructors will be very glad that the result of their labors is made manifest; the pupils will be happy to have an opportunity of displaying their progress, under the hope of its being favorably reported; and the Captain, under whose eye the whole is carried on, will be put in possession of a powerful agent of discipline, by holding in his hands the characters of the young men under him. When they become sensible that the chances of promotion are dependent on their diligence, on their proficiency, and essentially on their good conduct, as communicated in weekly reports to the Admiralty; and, above all, when they feel that every thing they learn is carried to immediate account, and every thing they forget or neglect placed to their discredit, the motives to generous exertion will be multiplied in a ratio of which those only can form an idea who have tried the experiment.

We could say a great deal more as to the details of the education of the younger classes of officers, but our present purpose is not to exhaust the subject, but rather to throw out a few hints on each of its branches, leaving it to the executive officers of the several departments of the service to extend them, or to apply them to use, according to their several opportunities, and to the means which the service affords for their successful adoption in practice.

Having thus briefly discussed the kind of education which we consider applicable to boys before they go to sea, and to midshipmen after they are shipped, as well as that which may be followed by those who have passed their examination, but are not yet promoted, we shall pass on to a consideration of that valuable self-education which may be pursued, with great private and public advantage, by those who, having gained the first step in the ladder of promotion, too



often fancy they have no more to learn; or, which comes to the same thing, from not seeing any definite, professional benefit likely to arise from further study, have no adequate motive to stimulate them to perseverance in the acquisition of fresh knowledge.

As, however, we are strongly of opinion that this epoch in an officer's life, namely, that in which he has the rank of a lieutenant, is one in which he has the best opportunities of improving himself, and of fitting himself for the higher and more responsible situation of a commander, we shall endeavor to point out the kind of pursuits to which he may usefully direct his spare energies, and the limitations in degree to which his studies may be carried, so as not to interfere with his keeping up the most familiar acquaintance with that primary and most indispensable of all knowledge, the daily duties of the ship, in their minutest details, as they relate to seamanship, navigation, gunnery, and discipline.

*From the United Service Gazette.*

### THE PRESERVATION OF TIMBER FOR THE NAVY.

*To Sir John Barrow, Bart.*

SIR,—In reply to your letter, and that part of the supplemental chapter of your recent work, which I consider reflects opprobriously upon me, and my process for the Preservation of Timber from Dry Rot, I feel it necessary to enter into an explanation of the established efficacy of my method, and which I trust will consequently prove the fallacy of your attempts to lessen it in public estimation.

In addition to the acknowledged fact of the efficacy of preservation imparted to large blocks of timber, in solutions of corrosive sublimate, as already fully proved, the company using my patent half chambers sixty feet in length, and 6 feet in diameter, in which my solution is applied to timbers of the largest calibre, by hydraulic pressure, which penetrates to the very heart, or centre, in a few hours, and gives double assurance to those who entertain sceptical opinions, while it affords an additional advantage where expedition is required.

With respect to the commencement of dry rot at the heart alone, (as you assert,) it is well known to all conversant on the subject, that the sap wood is the first to experience the malady, and communicate it to the interior generally. That the circumstance of the standing tree, is not a case in point in support of your argument; on the contrary, those acquainted with the forest, cannot fail to observe, that at a certain period of growth, the top branches and upper limbs of the stately oak become scathed, the first storm takes off the impaired limb, and gives the opportunity for absorption of rain and moisture, occasions the introduction of decay, which pervades the system as the strength of vegetation recedes towards the trunk; alterations of heat and moisture promote decomposition, till nothing stands but the exterior rind or bark; the same always occurs where the tops of the trees are cut off, and where posts are stuck in the ground of large size,—the wet rests on the top, and ultimately destroys them; as a protection, iron caps have been applied with very partial and temporary effect, and nothing but preparation with an effectual preservative can succeed.

"Coal Gas Tar" is not a preservative; it promotes (after a little time) the malady it was proposed to remedy, and Kreosote (a distillation from it, and from vegetable tar,) containing as it does the same principles which it is intended to correct, is fully proved to be useless; and so far from its being at present applied (as you state it to be,) for "the sleepers of railroads in Belgium," I can prove that sixty tanks are now erecting by the Belgian government, for steeping the sleepers for railroads in my solution of corrosive sublimate.

The action of the (worm) "teredo navalis," as advanced by you, is no proof that corrosive sublimate is not an efficient remedy for prevention of dry rot.

You admit the greater suffering from the malady by ships in ordinary than in commission, and you give, as a fair estimated duration of existence for a well built, well seasoned, vigilantly, and carefully attended ship, the period of fifteen years! If so, we may, I fear, expect, according to your own statement, that many of those fine vessels in ordinary, such as you mention were left to rot at their moorings, sometime back, may about finish their career of existence, when their services are likely to be required by the country.

I beg your attention to a letter addressed to the Earl of Minto, on the subject of the beneficial use of my process, by the directors of the company who practise it. By this you will see, that it is supported as to its theoretic principles by the most eminent scientific authorities of the day, whose names are a host of strength: that its efficacy is practically confirmed by a long list of the first and most celebrated engineers and architects in the country, and is employed on works of the greatest magnitude; that it is used by many hundreds of the first noblemen and gentlemen of the country, for their domestic timbers, and other purposes, affording them the greatest satisfaction in seasoning as well as preservation; and it is used by the Boards of Woods and Forests, and Ordnance, by two late First Lords of the Admiralty, Sir James Graham, Bart., and Earl de Grey, who prove by their sanction, their conviction of its benefits; that it is now adopted by three foreign maritime powers; that it is every where extending at home all over the united kingdom and the colonies, and through the continents of Europe and America; and that the only department in which its benefits are denied the country, and where a saving of £800,000 per annum might be produced by its application, is the naval department, for the glorious and triumphant bulwarks of the country, because it appears that unjustifiable prejudice is maintained to its exclusion, by the formidable opposition of a gentleman, who, from the retention of office for "thirty years, under eleven changes of administration," possesses influence to outweigh the eminent impartial scientific opinions, and practical proofs of all I have enumerated.

This is no political question; it is a contention between antiquated prejudice and the benefits of modern improvements.

Whether it is better to allow 30 per cent. of the value of the timber to be wasted in seasoning for three years, and to continue the time of building as you propose for such protracted periods, that many of the timbers are obliged to be removed, from being rotten, and are replaced several times even before the completion of the ship, and consequently inoculating her with the germ of destruction, which may, and has often shortened the duration of the ship's existence to less than one half the period you allow of fifteen years! All I assert can be proved from the official returns. You quote three solitary instances of ships of long duration of existence; rare prizes, indeed! when compared with the hundreds which have fallen victims to the malady regarding which you are perfectly silent, but which the public will have ability to trace through the official returns, when produced for the satisfaction of the country, by order of Parliament.

By extracts from the official returns already obtained, dated the 27th of April, 1814,\* it appears that twenty-three ships of the line (seventy-fours,) had cost for hull £1,068,780, after an average service of but three years and four months!! before being docked, when they cost the country for repairs £1,148,370!!

That the charge of building and repairs, and wear and tear of ships in her Majesty's Navy, from 1800 to 1819, † inclusive, a period of 20 years:—

Building.	Repairs.	Wear and tear.	Total.
£18,721,551	£11,037,188	£6,412,592	£36,171,331
Annual average—1,808,866,			
making the enormous sum of £17,449,780, for repairs and ordinary wear and tear!!			

According to the table you furnish of the British fleet, it appears there are—

	In Commission.	In Ordinary.	Total.	Estimated Cost.
Of the Line	20	53	73	£5,709,883
Of Frigates	9	74	83	1,809,879

£7,510,762

Now, estimating the repairs, and wear and tear on the average of four years in peace, thus:—

Repairs	£610,665	
Wear and tear	380,053	£14,860,770

Per annum for 15 years £990,710

£22,371,532

or £1,491,435 per annum.

What would be the saving, if the duration you have fixed on could be doubled by an effectual process for the preservation of timber from dry rot, which mine is acknowledged to be, by the first authorities in the country? Allow £380,053, per annum, for wear and tear, making £5,700,737, which from £22,371,532, 16,670, 815; should the duration be trebled, which may be fairly estimated, what then the saving to the nation, and during war two-fold.

The time has arrived when prejudice must give way to improvement, when the country will not longer venture to repose with firm reliance on the preservation of her glorious and triumphant bulwarks, if we are required to look tamely on while other nations, our enlightened neighbors, advance in systems of improvement, while we but adhere to our old long-tried insufficiencies of durability.

I need not recount the names of the numerous ships of war which have fallen from premature decay; you have them with accuracy within your records. I shall merely mention one of recent occurrence, the Vernon frigate; built of the most costly, best-seasoned timber, of the various species, English oak, African oak, teak, cedar, &c. &c. I was told by the master-builder at Woolwich when she was building, it would be happy for me if my head would not ache till the timbers of that noble vessel would decay. What was the case with regard to her? In less than five years she was so rotten that an expense of from 20,000*l.* to 30,000*l.* for repairs was incurred; and afterwards I understand the old timbers left in her were obliged to be removed at a further enormous expense.

According to your system the British fleet must be renewed every fifteen years!—and at an expense of at least 25,000,000*l.*; while the adoption of an effectual process for the preservation of timber would save the country more than half the amount within that period, besides affording the protection of life by the stability of the ships, and the preservation of the health of the brave seamen by the purity of the bilge water, and consequent salubrity of the atmosphere, as was most satisfactorily proved in the ships Samuel Enderby and John Palmer, three years in the South Seas, and will be equally proved in the noble steam-ships, the Great Western and Royal William, and all other vessels built and building with timber prepared by my process, as I anticipated in my replies to Lord Auckland's queries when First Lord of the Admiralty.

It would be superfluous to enumerate the daily further confirmation of the permanent preservative effects of my application; I shall merely instance a recent report of Petworth church, through the kind communication of Sir Charles Burrell, Bart., M. P.; and it might be left to the rising generation and posterity to decide on the value of your prejudiced opinions, compared with well-authenticated practical results; but that in the interim the country must encounter such enormous sums which ought to be saved in her Majesty's Navy, whose glory and stability is dear to every loyal heart. Surely, what is esteemed good and salutary in other departments of government, where prejudice has not been admitted to exercise undue power, where trials have experienced impartial

justice, and have terminated in beneficial adoption, the same advantages should not be withheld from the naval department, unless your opinion, sir, is to be considered paramount to the science of the most eminent physicians and professors of philosophy who sanction its principles, and by the practical experience of all the noblemen, gentlemen, engineers, and architects, embracing so much of the talent of the country, who practice its use not from opinion alone, but from a demonstration of its utility, acquired under their own immediate inspection. JOHN H. KYAN.

CHELTEMHAM, 31st January, 1839.

\* NAVY OFFICE, 27th April 1814.

A LIST OF SHIPS OF THE LINE built in private yards or by contract, specifying the name of each ship—number of guns—when built—contract price of the hull—time of service at sea before being docked—and cost of repairs.

SHIP'S NAME	Guns.	When built	Contract cost of Hull	Time of service at sea before being docked	Cost of Repairs
			£	Yrs. mos.	£
Northumberland	74	1798	37,456	5 1	59,795
Superb	-	-	38,657	2 6	55,292
L'Achille	-	-	38,450	1 5	25,646
Ajax	-	-	39,039	5	26,683
Kent	-	-	36,031	7 1	88,357
Dragon	-	-	36,181	6 1	34,200
Spencer	-	1800	36,249	2 9	124,186
Conqueror	-	1801	34,827	3 11	22,444
Sceptre	-	1802	35,931	5 4	11,118
Albion	-	-	35,239	8 4	102,295
Illustrious	-	1803	37,592	4 6	74,184
Eagle	-	1804	37,760	4 5	52,536
Swiftsure	-	-	34,909	3 1	14,076
Marlborough	-	1807	61,256	3	29,394
Sultan	-	-	61,299	5 4	61,518
Elizabeth	-	-	60,503	1 4	39,531
Egmont	-	1810	57,438	2 3	29,747
Poictiers	-	-	58,329	2	44,498
Stirling Castle	-	1811	58,329	2	65,280
Edinburgh	-	-	58,329	2	52,476
Gloucester	-	-	58,329	2	43,268
Mulgrave	-	1812	58,329	2	54,680
Benbow	-	1813	58,329	2	37,166
Total			1,068,781		1,148,370

† Estimate for the Charge of Building and Repairs of Ships in His Majesty's Navy, from 1800 to 1820.

Year	Building	Repairs	Ordinary wear and tear	Total each year
	£	£	£	£
1800	399,170	230,960	227,549	857,679
1801	506,290	233,640	227,840	967,770
1802	340,350	319,970	252,040	912,360
1803	422,860	376,790	255,360	1,055,010
1804	406,810	433,500	198,340	1,038,650
1805	641,290	833,970	216,760	1,692,020
1806	1,677,440	238,040	254,750	2,170,230
1807	1,528,970	517,779	271,805	2,318,554
1808	1,564,344	689,054	270,929	2,524,327
1809	1,503,729	679,267	354,214	2,537,210
1810	1,073,734	652,079	358,684	2,084,497
1811	1,304,019	546,958	403,360	2,254,337
1812	1,138,504	447,995	275,316	1,861,815
1813	1,984,772	612,916	432,518	3,030,206
1814	907,038	774,622	430,671	2,112,331
1815	680,089	1,006,762	462,242	2,149,093
1816	645,249	920,082	535,589	2,100,920
1817	569,033	570,244	364,625	1,503,902
1818	664,240	570,750	310,000	1,544,990
1819	763,620	381,810	310,000	1,455,430
Total for 20 Yrs.	18,721,551	11,037,188	6,412,592	36,171,331



## PONTOON EQUIPAGE.

To the editor of the Boston Atlas :

Your paper of the 17th ult. contains a description from an English journal, of "*Military Experiments in Hyde Park*," wherein a certain Mr. E. Hancock has credit for the invention of a Pontoon Equipage, which is highly and deservedly approved. That the invention is deserving of the highest commendation, will not be denied by any competent judge, and it is therefore but just that the merits of its discovery should rest with the real inventor. The fact is, that in the year 1834, the late Lieut. Colonel J. F. Lane, of the U. S. army, first suggested the application of the principle (claimed in 1839 as an invention of Mr. E. Hancock.) And in the year 1835, on the recommendation of Major General Jesup, the Secretary of War permitted Colonel Lane to make an experimental investigation. The experiment was tried at Fort Independence, and proved eminently successful. The Pontons were manufactured by the Roxbury India Rubber Company, and the army in Florida was supplied with a complete "Equipage," which has been in use ever since. In the *Army and Navy Chronicle*, of October 27th, 1836, were published the reports of two military boards specially appointed to examine the invention, both of which spoke of it in the highest terms, and "recommended that provision be made for its introduction into the military service of the United States."

In the same work, under date of November 3, 1836, there was a long article from the *United Service Journal*, giving a detailed description of two different Pontons, (the invention of distinguished British officers) exhibited on the river Medway, and the editor of the *Army and Navy Chronicle* then pointed out the decided superiority of Colonel Lane's invention. But after the principle has been thus practically tested, applied and approved by the army of the United States, for more than two years, this Mr. E. Hancock displays "his invention" before the Duke of Wellington and other distinguished officers in Hyde Park; and we shall soon be told that our army has borrowed it from thence.

Justice to the memory of one of the brightest ornaments of his profession, requires that the matter should be put right, and the character of the invention is of sufficient importance to reflect honor upon the country of its projector.

S.

**U. S. NAVAL FORCE WANTED ON THE AFRICAN COAST.**—Our vessels of war are sent to nearly every part of the world; but there is not a point on the face of the globe but that English cruisers visit. The British government have a large fleet continually on the coast of Africa, protecting their palm oil ships and capturing slavers. We seldom, if ever, hear of an American man of war in that vicinity, and scarcely a year passes but that some insult and injury are perpetrated upon our merchant vessels by the Africans. It was no longer ago than last April that the *Transit* of this port was robbed by the natives, while passing down the river Noonez; and it was only by the threat that an American frigate would visit them, that they gave up the plunder. This is only one instance; we have a great many, but will give only one more. Last February the *Rosalba*, also of this port, was lying off the coast, trading for palm oil and gold dust. Early one day the captain took the jolly boat to visit the shore. There was a large concourse of negroes on the beach to receive him. The mate of the ship was standing in the rigging with his ship glass, watching the progress of the boat, when, as he imagined, she upset in the surf. This created some alarm in his mind, which was increased by the appearance of another boat from the shore, making towards the ship, displaying white paper on the end of a pole. He thought there was something wrong, so he slipped his cables and went to sea. But nothing out of the way had happened, and Captain Rae thought his mate had taken this opportunity of getting away. Both were

mistaken. As there were no American men of war on the coast, Captain R. applied to the English Commodore for assistance, which was granted immediately, and with the utmost, good feeling, as the annexed letter will show.—*N. Y. Morning Herald*.

BARK ROSALBA, (in Lagos Roads,) }  
March 5, 1839.

SIR,—As I have now resumed the command of the *Rosalba*, the very pleasing duty of presenting to you my most grateful and sincere thanks now devolves upon me.

The kindness and attention which I experienced while on board H. B. M. S. *Scout*, under your command, almost made me forget my misfortunes, while my admiration was excited by the prompt measures which you took to discover my lost vessel, having, in three days, despatched not less than four cruisers (with orders to four others) in quest of her.

That your exertions have been completely successful, the fact of my now being on board my own ship sufficiently attests.

Permit me, sir, in thus expressing my most sincere and heartfelt gratitude, to assure you, that on my arrival in the United States, I shall not fail to represent to the government authorities there, the readiness with which your services were offered me, and the energy with which they were put into execution—circumstances eminently calculated still further to impress upon my countrymen the good understanding existing between the English and American nations.

I beg, sir, you will allow me to remain yours, very respectfully,

ROBERT RAE,

Commander of the *Rosalba*.To Commodore CRAIGIE, H. B. M. S. *Scout*.

**A QUAKER SOLDIER.**—A court martial was held at the Marine Barracks, Chatham, last week, on a drummer, named Dine, for disobedience of orders, he having refused to carry his sword. The excuse was, that it was against his religion to take up arms, he having become a member of the Society of Friends. Many of the Quakers from Rochester attended, and assisted him in his defence. The court found him guilty, and sentenced him to three months' hard labour.—*Maidstone Gazette*.

**ADMIRALS IN OUR NAVY.**—The following from the *Pensacola Gazette*, gives information which will occasion general regret; it affords at the same time a strong argument in behalf of the establishment of the rank of Admiral in our navy. We do not see that there is any thing in the title which should make it any more offensive to our Republican ears than that of General; and it is due to our brave, patriotic naval commanders that they should be placed on a footing of equality with the principal officers of the British and French navies. The brilliant achievements which gild the pages of our naval history entitle our officers and our navy to an equal share of rank and honors with them.—*Richmond Compiler*.

**MURDER OF JOHN RIDGE AND HIS FATHER, &c.**

—By a letter received in this city yesterday, from one of our citizens at Fort Gibson, Arkansas, we are informed that about a week since the celebrated chief John Ridge and his father, two of the most prominent persons in the nation, were most brutally and savagely murdered, and that John Ross, the leader of the opposition party has, in consequence thereof, been compelled to take up his quarters at Fort Gibson for personal security.—*Natchez courier*.

**COL. BRANT'S TRIAL.**—The *St. Louis Bulletin* of the 4th inst. says: "This trial is progressing far more rapidly than was anticipated. The evidence on the part of the government has nearly been gone through with, and we imagine that Col. Brant will make his defence through Henry S. Geyer, Esq., in ten or twelve days."

WASHINGTON CITY,  
THURSDAY,.....JULY 25, 1839.

EXPLORING EXPEDITION.—The following extracts of a letter from a gentleman on board the ship Relief, attached to the expedition, to a relative in this city, give some very interesting particulars of the voyage, up to the time of its date—April 10, 1839.

"We sailed from Rio de Janeiro on the 19th Dec. for Orange Bay, in Tierra del Fuego, with instructions to run a line of soundings down the coast of Patagonia. We had a delightful passage, in sight of land almost the whole time. At Port St. Elena we were so near the land as to see the llamas feeding on the sides of the hills. On the 21st we were south of the sun. Christmas day was passed in lat.  $31^{\circ} 27'$  S., lon.  $48^{\circ} 12'$ . We had for dinner roast plover, partridges, and green pease, all cooked in France! About the 1st January we began to see albatros, and occasionally a seal. On the 9th January we were off port St. Elena, and saw the llamas; it was a delightful day, the land looked very tempting, but we could not land, not having leave. The country appears barren, no large trees, but a stumpy vegetation. The whole coast of Patagonia has the same rough and flat appearance; no thick woods to be seen, nor the least sign of inhabitants; the places called ports are uninhabited.

"On the 21st January we made Cape St. Diego, Staten Land, etc., and arrived at Good Success Bay, so named by Capt. Cook. Here we anchored, and went on shore. The appearance of the land about the straits of Magellan was very dreary; barren and rugged rocks, mountains covered with snow, etc. Good Success is a very pleasant bay; the hills are covered with trees, principally beach, birch, and winter's bark; most beautiful barberries, with yellow flowers like small roses; bush cranberries, and a great variety of heath like shrubs. We went on shore, armed to the teeth, but no natives were seen; several huts were found, and other signs of people having been there. The next morning, however, our attention was called by a shouting on shore, where we discovered the natives. The Captain and some of the officers immediately landed. After dinner, I went on shore and saw about fifteen natives round a fire with our men; they were a tall good looking people, with nothing but a llama's skin thrown over their shoulders. They appeared to be a simple people, and very jealous, not allowing us to go in the direction we supposed their women and children were. They were evidently Patagonians, being taller than the tallest of our men; they had bows and arrows, but no knives. Old iron was every thing with them, taking that in preference to bread, meat, etc. Their food was fish and shell fish. They went off early in the afternoon, probably being on a visit to this place.

"Upon the whole, I was much pleased with Good Success; the woods reminded me much of Brazil, the dead trees being covered with beautiful mosses,

ferns, and small flowering plants, and gave me a very different opinion of Tierra del Fuego from what I had been led to expect from books.

"We left Good Success on the 23d January, and anchored on the 24th off New island. The appearance of the country all around us was mountainous and bleak, with occasional white patches of snow, which is probably the reason why this part of the world is considered to be nothing but a barren, rocky place, destitute of vegetation; but it is quite the contrary. Upon landing at New island, we found it covered with trees and shrubs, and beautiful flowers, lots of berries, such as bush cranberries, a beautiful shrub, black currants, and two or three species of barberry, with a most delicious berry, in flavor between a raspberry and strawberry. Here we found signs of inhabitants, but none were seen. A great many ducks were killed, and a pair of geese; the female, a beautiful, snow-white bird, was shot first, and the male would not quit her, but suffered himself to be killed also. Civilized man carries—I was going to sermonize, but it wont do.

"On the 27th we anchored off Hermites island, where the vegetation is similar to the other places visited; the scurvy grass abounds all along the shore, and appears to be placed here for the benefit of poor Jack, who, by the way, does not like it very well—probably from its name.

"On the 28th we sailed again in search of Orange bay, the charts of this part of the world not being very correct, and anchored in a beautiful harbor, where we were visited by a family, in a canoe, consisting of two men, a woman with a baby, and a grown-up boy. They were all stark naked, except the old man who had a small piece of seal skin on his back, and the woman who had a skin to wrap herself and child up in; they carried a fire in the bottom of the canoe, the woman paddling and doing all the labor. The men came on board and were clothed, and a nice blanket was given to the woman, who instantly wrapped the baby up in it. It was raining, and rather cold; the child was really pretty, and after it had been wrapped up and got warm, popped its head out and looked up towards us, smiling; the men would not allow the woman to get out of the canoe, and wanted every thing for themselves. The captain took down some preserves for the child, but the woman began to cry, and tried to push the canoe from along side; after some persuasion, she tasted the preserves herself, and immediately devoured the whole, paper and all in which it was wrapped. These people were terribly frightened at a looking glass, pushing it away from them and covering their faces with their hands. Indeed, it was piteous to see the horror or alarm they showed, as if it was something supernatural.

"The next morning we went on shore, and found the hut of our Indian friends; the women and children had run away, and no doubt were hid in the woods, as dogs were barking at a short distance. The hut was in the form of a cone, made of sticks and



covered with green weeds; in it we found fish hanging up in the smoke, plenty of shell fish laid upon large, green leaves; the blanket, etc., we had given them spread upon grass. The men offered us fish, and when I began to collect plants, they laughed and picked up grass and every thing that was at hand and poured upon me with a great deal of humor, supposing probably that I was going to eat the herbs! We saw some whales in this harbor, and found bones in some of the old abandoned huts. Their canoes are made of bark, sewed together with a species of seaweed, and always have a fire in the bottom which is covered with clay.

"In the afternoon we got under way, and arrived at Orange bay early in the evening, having been obliged to seek it out by taking observations every day, and this day found we were ten or twelve miles south of it. Orange bay is a very good harbor, large and commodious; plenty of wood and water, with abundance of ducks, geese, fish, etc. After the ship was securely moored, a light house was established on Burnt island, to guide the rest of the squadron. It set in to rain, and continued with violent winds for eight days, so as not to allow any one to go on shore, except once to carry provisions for the party in charge of the light house.

"The two schooners arrived on the 16th February; and the Vincennes, Peacock, and Porpoise, on the 18th and 19th, from Rio Negro. Captain WILKES ordered our ship to prepare for sea immediately, take all the scientific corps on board, and make a survey of Useless harbor; examine Port Famine, etc., entering the straits of Magellan through Cockburn channel, and return again to Orange harbor. The two schooners, the Peacock and Porpoise, with Captain W., going south, in search of the magnetic pole; the Vincennes to remain at Orange bay. They all sailed on the 25th Feb., and we on the 26th, and had a succession of storms, with violent wind and rain, making very little progress towards our destination. We saw great numbers of albatros, giant and stormy petrels, etc.; and although we did not go round Cape Horn, we experienced all the bad weather for which that part of the ocean is celebrated. Our ship rolled and pitched so that it was almost impossible to sit at the table; some days every plate on it would be broken, soup and meat thrown into our laps. At night we had to tie ourselves down in bed!

"On the 4th March we were farther from Cockburn channel than when we left Orange harbor on the 26th Feb. On the 13th March we were on a lee shore, in great danger, and a fire broke out in the apothecary's department! No damage was done. The sun very seldom shone, and it rained nearly all the time. On the 18th we had a very disagreeable day—real Cape Horn weather—rain and sleet. We came in sight of land, wind blowing very hard, and breakers all around us. The Tower rocks on one side of us looked really terrific, the sea breaking en-

tirely over the smallest, completely covering it with a white envelope, the spray flying off and looking like a thick snow storm. We were in a very dangerous position, but however reached Cape Noir island, lat.  $54^{\circ} 15'$ , lon.  $74^{\circ} 20'$ , and with three anchors down hoped to hold on.

"On the morning of the 19th the wind blew harder yet, with occasional showers of snow and hail. Noir island looked as if some vegetation might be growing on it, but there was no prospect of landing; the shore was lined with breakers, and the spray in flying off made a beautiful appearance, looking like smoke. In the evening, the wind increasing, another anchor was let go, making four anchors out, and 400 fathoms of chain cable, the four anchors weighing 11,700 lbs. The 20th was a dreary day, sleet and rain. In the night we parted two of our cables, and lost a bower and sheet anchor. The ship dragged a considerable distance, and we felt somewhat alarmed; but day dawned and found us safe. Nothing particular occurred during the next day. Towards night the wind blew up afresh, and it was feared another cable was gone. Preparations were immediately made to get under way, and at 9 o'clock we lay rolling and tossing, ignorant of what would take place. Towards 12 o'clock the ship began to drag, almost right on to the breakers; indeed nothing but horrible rocks, the water dashing and hissing over them, were to be seen in every direction; the water began to break over us also, and the wardroom, steerage and berth deck were ankle deep. At last an order was given to slip the cables. A dead silence ensued for a few moments; then the sound of the axe cutting the stoppers, and a horrible clatter, a grumbling and grating sound as the chains flew through the hawse-holes, and all was hushed. The poor ship seemed to be aware that she was to remain without an anchor, as she quivered and groaned, as the cables flew out, "like a thing of life." In a short time we were clear of the breakers, and all was quiet; the ship became easy, and the men recovered their cheerfulness. We lost all our anchors, and had to give up Useless bay! Port Famine!! Breakneck passage!!! the Milky way! etc., and proceed to Valparaiso to procure ground tackle. It is admitted by all hands, that we might go to sea twenty years, and not be in such a dangerous situation again. Since then we had pleasant weather, growing warmer every day.

"April 14—We have now been three days off Valparaiso, and have succeeded in getting anchors, and will probably get in to-night or to-morrow morning. We sent a boat, in but found no American men of war here. Two boats immediately came off from the British sloop of war Fly, with an anchor and offer of services, which was very kind and polite. Our Captain, however, declined the offer, untill he heard from shore. Our boat returned to-day, having procured every thing necessary, principally from the English stores."

Letters have been received from Col. Davenport, which state that a party of 10 or 12 Indians attacked the family of a Mr. Green Chairs, not far from Tallahassee, on the night of the 13th inst. Mrs. C. and one child were shot through the window, and the house was afterwards burnt. Mr. C. and four children escaped. The same party, it is believed, intercepted a wagon, and after robbing it of some brandy and giving the driver five dollars, allowed him to proceed. There was at least one white man, and probably more, among the Indians, which shows that they are instigated to these deeds of murder and robbery by unprincipled men who deserve punishment more than the Indians do themselves.

The following are the names of the five most distinguished Cadets of the Military Academy, in their respective classes, as determined at the general examination held at West Point, during the month of June, 1839:

First Class.		Third Class.	
1 Isaac J. Stevens, Mass.	1 Zealous B. Tower, Mass.		
2 Robert Q. Butler, Va.	2 Horatio G. Wright, Con.		
3 Henry W. Halleck, N.Y.	3 Masillon Harrison, Va.		
4 Jeremy F. Gilmer, N.C.	4 Smith Stansbury, Md.		
5 Henry L. Smith, Me.	5 Josiah Gorgas, N.Y.		
Second Class.		Fourth Class.	
1 Paul O. Hebert, Lou.	1 Henry L. Eustis, Mass.		
2 W. Page Jones, Va.	2 John D. Kurtz, D. C.		
3 John McNutt, Ohio.	3 George W. Rains, Ala.		
4 C. P. Kingsbury, N.C.	4 Wm. S. Rosencrans, Ohio.		
5 Wm. Gilham, Inda.	5 Rich'd W. Johnston, Va.		

The Court of Inquiry in the case of Commodore ELLIOTT, has adjourned; but from the mass of testimony to be examined by the revising power, it will be some time before the opinion is made known if indeed it be made known at all, without a call from Congress, or its being such as to require a court martial.

"MILITARY CONTROL, OR COMMAND AND GOVERNMENT OF THE ARMY: By an Officer of the Line."—A pamphlet of about 80 pages, bearing the above title has been published at this office, where a few copies are on sale. It is an argument to prove the necessity of separating the Staff from the Line of the Army, and divesting the former of all military rank—making it, in short, a civil office entirely.

Price, by the single copy, 50 cents—or \$5 per dozen.

Officers at a distance, who wish only a single copy, or a small number, and cannot find a sum convenient to remit, may pay to any Paymaster of the army within their reach, who will receive the money.

By reference to our Navy head, it will be seen that Lieut. EDWIN W. MOORE has resigned his commission in the U. S. navy; consequently there can be no longer any doubt of his having accepted the command of the Texan\* navy.

\* The orthography of this word has never been definitively settled, some persons retaining the *i*, while others drop it.

The steamer Great Western arrived at New York on Monday last, in sixteen days from Bristol, bringing advices to the 6th July. The only military news she brings is the declaration of war by Turkey against Egypt, on the 9th June.

To CORRESPONDENTS.—"Subaltern" was received too late for the present number, but will be inserted in our next. In a note accompanying the communication, an undeserved sarcasm is thrown out. We would inform the writer of that note, and all others, that we have no "oracular advisers." We sometimes yield a portion of our own judgment, to gratify our correspondents, but we consult no one as to the propriety of inserting or rejecting any communication.

#### ITEMS.

Gen. SCOTT arrived at Chicago on the 6th, on his way to Fort Winnebago, with a view to quell the hostile spirit manifested by the Indians.

The Government are going to erect a Block House on Fighting island. It commands both channels of the Detroit river.—*Kingslon (U.C.) Herald.*

The English sloop of war Imogene, of 28 guns, anchored in the harbor of Mazatlan on the 15th May. She was from San Blas, bound to London, having on board as passenger Mr. William Barron, son of the English consul at Tepic. She sailed again on the 18th.

French steam ship Phaeton, 12 days from Pensacola, via Havana, arrived at New York on Friday, with despatches for the French Consul.

The French brig of war Oreste, Captain Mare, bound to Brest, went to sea from Hampton Roads on Sunday last.

ADVANTAGE OF RAIL ROADS FOR AN ARMY IN SUDDEN EMERGENCIES.—A company of U. S. troops left Carlisle at seven o'clock, on Thursday morning, and landed safely at the encampment in Trenton, at seven in the evening, having travelled a distance of upwards of 150 miles in twelve hours.

#### ARRIVALS AT WASHINGTON.

July 17—Capt. E. Trenor, 1st drags. Fuller's  
19—Capt. S.B. Dusenbery, A. Q. M., Mrs. Peyton's  
Lieut. R. Q. Butler, Corps Engrs., Gadsby's  
22—Capt. S. MacRee, A. Q. M. Fuller's  
Col. T. Cross, A. Q. M. G. F. Street  
Capt. W. Maynadier, Ordnance, G. Street

#### PASSENGERS.

NEW YORK, July 15, per ship Lafayette, from Charleston, H. C. Flagg, of the navy. July 16, per ship Westminster, from London, Lieut. C. Heywood, of the navy. July 18, per ship Memphis, for Liverpool, G. R. Barry, Purser U. S. Navy.

SAVANNAH, July 15, per ship Milledgeville, for New York, Col. A. Cummings, Capt. S. Casey, 2d infy., lady and two children. Per steamboat Charleston, from Black creek, Capt. J. R.B. Gardenier, of the army, St. AUGUSTINE, July 10, per schr. Medium, for Wilmington, N. C., Capt. S. McRee and lady, and Dr. B. M. Byrne, of the army.

NEW ORLEANS, July 8, per steamer Empress, from Louisville, Comm'r. J. D. Williamson, of the navy.

#### LETTERS ADVERTISED.

PENSACOLA, July 1, 1839.

ARMY.—Lt. H W Benham, Capt W B Guion, Lt J H King.

NAVY.—Commanders Wm [V] Taylor, 3, J Smoot, 2, U P Levy, 5, Wm E McKemey, 5, W K Latimer, W A Spencer, 4.

Lieutenants, J F Green, J A Russ, S S Lee, 4, Wm [B] Ludlow, 2, J C Carter, 4, L Pennington, A E Downes, 4, J C Sharpe 5, E W Moore, 3, J T Gerry,



3, W H Kennon, J D Knight, J H Little, J S Nicholas, S E Munn, J R Tucker, 4, A S Worth, 2, E M Yard. Surgeons, T L Smith, W [F] Patton, 2, J V Smith, 3, D Egbert, 2, W Plumstead 3.

Ass't Surgeons, A F Lawyer, J T Mason, G W Peete, H Taliaferro.

Pursers J C Holland, 5, B F Hart, 19, J Brooks, 8, T M Taylor, 6.

Midshipmen, L B Avery, 2, W B Beverley, M C Marine, 4, J C Walsh, 2, J N Maffitt, D F Dulany, 2, J [J] Forbes, 2, W Gwathmey, H N Harrison, R [L] Love, D B Ridgely, 3, H T Wingate.

Midshipmen G M Comegys, 2, A J Drake, J J Barry, W H Montgomery, 2, J Mathews, J J Strain, B N Westcott, 4, F A Parker, 3, W W Hays, 2, J Moore, E T Nichols, C Bertody, 2, J C Richardson, H K. Davenport, L R Law 2, J C Wait, S Marcy, 2, H Godman, 2, A Barbot, N B Harrison, F G Mayson, 2, G H Preble, 3, J D Todd, M B Woolsey, 2.

MARINE CORPS.—Lieuts. L Searcy, G F Lindsay, W A [T] Maddox, J C Rich.

REVENUE CUTTER SERVICE.—Lt L C Harby.

PHILADELPHIA, July 15, 1839.

NAVY.—Captains J Jones, C W Morgan.

Lieutenants J Colhoun, E W Moore, W W McKean, H Darcantel.

Surgeons D S Edwards, G R B Horner, 2, M Morgan.

Pursers J De Bree, S P Todd.

Passed Mid. A G Clary, B Shepard, F Winslow, W A Wayne.

Midshipmen J C Howell, A H Jenkins, R D Izard.

MARINE CORPS.—Lieuts. Maddox, Josiah Watson.

### Communications.

#### OUR COUNTRY, AND THE NAVY;

##### THEIR CONDITION, WANTS, AND PROSPECTS.

MR. EDITOR:—At no period for the last twenty years has it been so incumbent on the nation to exert her energies, and the talents and patriotism of her citizens, in preparing herself to maintain the position she has of late years occupied among the nations—perhaps to take a much higher one even—than the present. Notwithstanding the laudable efforts of the Peace Society to have national difficulties referred to the arbitrement of national congresses, it certainly appears that no extensive good will soon, at least, be the result. At least now, as ever, the strong are ready to right themselves with the strong hand; and princes, with their people, are now more ready to follow the standard of the god of war, than to enlist themselves under the stainless banner of the Prince of Peace. Such then unhappily being the case, it behooves us, while extending the olive branch to others, and endeavoring by a just, candid, and honorable course of conduct to all, to bring about the golden period when the battle cry shall no longer be heard on the ocean or on the land, to give effect to our counsels by a judicious concentration and organization of the immense resources we possess for every purpose of defensive warfare; for unless we do so, will not Europe, nay even our S. American neighbors, attribute our peaceable protestations to our weakness? The strong man, armed in mail, may more readily persuade to peace than the feeble and unarmed, unprepared as the latter must be to do battle for the right. Granting then that those halcyon times which we are taught to expect, when fraud and feud will find place no longer on this beautiful earth, must one day or other arrive, the period doubtless is very remote, can it be wise then to let our armour rust, and neglect our means of defence, trusting to the uncertain arrival of that glad epoch, while the nations around us are furnishing up their arms and making giant preparations for a contest that is indubitably approaching, if we read aright the signs of the times? Let it not be said that the iron age has so entirely passed away, and that nations are but little disposed now to stake their pretensions on the issue of battles. Already, and for some time, specks of

war are seen near and afar off, which, like small clouds on the horizon, may soon by their attractive properties be brought into one dark mass, pregnant with tempest and storm. It is not well then for us to fold our hands and say "peace, peace, when there is no peace."

We have been led to these reflections by the course affairs are and have been taking in the east, in the north, and the south; for ever and anon we are startled with the war blast from one or other of these quarters, and instinctively we turn our eyes toward our navy as the *avant garde* in our means of defence, trusting that, fostered as it has been by a people's love, and sustained as it ought to be by a regard for its well earned reputation, we should see waving at its royal mast head the cheering signal "*semper paratus*." But, alas! the torn fragments alone are discoverable fluttering in the breeze; the gallant signal, to be sure, not hauled down, but torn and tattered, rent in many a seam. We hear the question asked by the country, "can this be so? where the fault, and what the remedy?" That such, lamentably, is the case, we infer from the following facts, indisputable, we believe:

*First*—That while the two great maritime powers, with whom we shall be most likely to come in collision, have constructed many and powerful steam vessels, and have their officers in a course of instruction in their management, we have but barely commenced. The least said, perhaps, about the one some time since finished, the *Fulton*, the better. That few or no naval operations on any thing like a large scale will, for the future, be conducted by them without the co-operation of steam vessels, seems to be conceded. How decidedly great must be their advantage over us, in the event of a sudden rupture with one or the other. But perhaps it is well that we have not before this constructed many; and we can now enter the field with, and use advantageously, the improvements of every kind, made by these powers; and there is but little fear that (*the Navy Department and the Navy Commissioners willing*) our artisans can vie with successfully, if they do not much excel them.

*Second*—That while improvements in various other branches of their marine have been made, particularly in that of the French, few or none have been made in ours. We seem determined to stick pertinaciously to our antiquated manner of making and doing things, and are as much in dread of innovation as the Chinese. Something seems to have fenced out from the Navy Direction in late years that spirit of inquiry and experiment that characterises us as a people. We have reason to hope good things from the present head of the Navy Department, certainly; but the interposition of an opaque substance, called a *Board*, may interpose between his perception and the good he aims at.

*Third*—That a proper system of education has never yet been adopted for the officers; to which cause must, of course, be attributable the fact that less science is found among our officers than certainly among the French, and perhaps others.

*Fourth*—The inefficiency of a *Board* of Commissioners in producing the desired benefits to the service, making a change in that department necessary.

*Fifth*—The little encouragement to men of worth and respectability, to accept the situations of gunners, boatswains, carpenters, and sailmakers.

*Sixth*—The incompleteness of the system for carrying out the intentions and wishes of Congress, in relation to the apprenticeship of boys for the service. This is a matter of great, nay of vital importance, and should be thoughtfully attended to.

We have thus, in a general way, given the reasons why we are not "always ready," and think we shall be borne out in the facts; and in hope that justice will be done our intentions, and credence given our assertion, that our only object and aim are to direct public attention more closely to this arm of our national defence; and that the public voice may be

heard when it can be heard legitimately in the premises.

As the difficulty in manning our vessels of war is the one that seems to call loudest for remedy at this moment, and which will require necessarily some years to effectuate, it behooves us to devise and perfect some plan, by the strict carrying out of which we may at least rid ourselves of this grand evil. The apprenticeship system seems to be the only feasible one that offers; and so far as it goes, the present one already commenced (perhaps we ought rather to say, in progress of commencement,) is very well; but it is incomplete in its details, and insufficient for the attainment of its object. We think that two instead of three classes would be preferable, at \$6 and \$8 per month. Depots, or receiving vessels, should be frigates, rigged, with a portion, at least, of their armament on board, with a cruising complement of officers, and competent teachers, as the Department proposes.

It should be the duty of the commander to see that a certain portion of each day be faithfully devoted to the instruction of the youths by such teachers, and also that they be instructed and exercised in every thing pertaining to the seaman's duty.

Sufficient and efficient instructors should be provided for every cruising vessel, from a sloop of war upward; and the education of the apprentices should be with a reference, afterward and in due time, to the filling the places of petty and warrant officers from among the most intelligent of them. An annual or perhaps semi-annual examination of their proficiency should be made by the commander of every vessel, and two or more commissioned officers selected by him, whose duty it should be to make a report of their progress, or subscribe to an entry in the log-book, for the same end.

On the expiration of every cruise, the boys should be turned over to the school ship or depot, and the commander with whom they shall have made the cruise, or who shall command the ship on her arrival, should send to the commander of such school ship a report of their conduct and improvement, designating the most meritorious, with a duplicate of the same to the Navy Department; and these reports should be carefully preserved as references for testimonials in the appointment of warrant and petty officers, hereafter.

So soon as an apprentice shall have passed out of his probationary term, he would be entitled to and should receive a certificate from the commander of the vessel, in which he may be serving when he arrives at majority, which certificate should entitle him to an admission into the navy as seaman or ordinary seaman, as in the opinion of his commander his attainments warrant.

We shall thus, it is believed, be enabled, with the force we have afloat and in commission, after the first six or eight years, to create a body of 1,200 native seamen annually, who, having commenced at an early age their maritime career in the public service, having been brought up and nourished in it, with higher and nobler incentives for exertion and well doing than is now presented them, would feel that they were part and parcel of the navy, and would naturally look nowhere else for employment.

As a further inducement for parents to consent to their sons becoming apprentices, and for the apprentices to remain in the service permanently, (undeniably a great object to attain,) the commander of the ship or the commander of the station at which the ship arrives in which they may have been serving, should be authorized to grant them furloughs for a month or two to visit their friends and for recreation, their pay being continued them; and this indulgence should also be granted them, after they have become seamen, on their return from every long cruise, forming, by this mean the strong tie of interest to bring them back to their ship, and which, with that a long as-

sociation must naturally create, would keep them, with few exceptions, constantly in the service.

Assuming the force afloat and in commission to consist of one ship of the line, eight frigates and sixteen sloops, we shall commence the creation of this body of native seamen with 1,200; say 100 for the ship of the line, 60 for each frigate, and 40 for each sloop; reducing, of course, the number of landsmen, that the usual expense of each vessel will not be much if at all increased. Supposing that the greater number of boys will be fifteen years of age on entering; at the end of the first six years, we will have by this mean 1,200 native seamen, created such by the country—emphatically naval seamen—children of the republic, ready and eager to carry the bright flag of our Union to any and every shore, and faithfully sustain it there; and each successive year thereafter will add 1,200 to the number. Thus the navy will be itself the nursery for all the seamen it will ordinarily require; and just in proportion to the increase in the number of our ships in activity will be the increase of bona fide American sailors to man them. And if, while this plan is in progress in the navy, a law of Congress be enacted and enforced (a thing desired by most respectable merchants engaged in shipping) requiring every merchant vessel engaged in foreign trade to have an apprentice for every 150 tons, there can be little doubt but that in ten or twelve years after this system has fairly gone into practice, we should no longer be under the obligation that an intelligent writer pretends (with, we regret to say, too near an approximation to the truth,) we are now under to England, and to her apprenticeship system, for seamen for our national and commercial marine.

In addition to the inducements the above plan offers to parents and guardians to bind their children to the public service, and for these to remain in it, another very powerful one would be found in the granting to every apprentice who shall have served in the U. S. navy for a period of fifteen years after having attained his majority, a pension of \$8 per month; or if maimed and infirm, a home and support in the asylum, at his option. Indeed this reward should be extended to all other seamen who may not have been apprentices, but who shall have faithfully served that period in the navy. So much shorter is the average life of seamen than of men engaged in other vocations, that the draft on the public purse would be very small—if, indeed, the pension fund itself was not all sufficient. As a protection to seamen against the rapacity and villainy of landlords and crimps, to which they are subject by being compelled to re-enter at a rendezvous, it would be advisable that the commander or first lieutenant of a ship paying off should endorse on the back of each discharge, if the individual be worthy, a certificate of good conduct, which shall entitle him to be received in the same capacity on board of any one of the receiving vessels, if presented within a month after the date of the discharge, his pay for that time being credited to him on that ship's books. A plan similar to this is, we understand, adopted now in the English service, where the seamen at this time, however the contrary is thought among us, receive within about 50 cents per month as much as our men.

With inducements of the character of the above presented to them, American parents will have less reluctance than they now have to permit their children to enter the public service for a profession and livelihood. It is not reasonable to expect that in this country, where so widely an extended field is open and ever opening for all to obtain, with moderate industry, a competence—where the sparseness of its population insures readily to the industrious and thrifty more than a support—parents will overlook such prospective advantages for their children, and content themselves with the infinitely lesser one now presented them in naval life; it would not be in keeping with their proverbial character for calculation and intelligence.



Should a well digested system, based on the general principles laid down be adopted, carried out in its details and rigidly enforced, as involving in its success a great public interest, there is little doubt, we think, but so soon as the advantages it would present become generally known and understood in the country, (the proper means being taken to diffuse the intelligence,) no difficulty will be found in the obtaining as many youths as may be required for the public and commercial marine. The various rendezvous at the seaports would of course obtain all the boys in their vicinage whose parents or guardians might be disposed to enter them in the public service. But probably the greater number, and certainly the better class, of boys are to be found in the country, near navigable waters and the small towns on the coast. In an eminent degree is this the case in the eastern section of the country.

The foregoing remarks, crude as they confessedly are, may be found to contain some truths worthy of consideration. Doubtless they will obtain all the consideration they merit, should you think proper to give them a place in your journal. X. Y. Z.

#### ARMY RECRUITING SERVICE.

It has often been said, that Government deals parsimoniously with the officers of the army; but verily a littleness has been displayed recently, emanating from the highest source, truly pitiable. I refer to the recent modification of the order of August 1st, 1837, allowing double rations to recruiting officers. To take from these officers the poor pittance that was allowed them, barely enabling them to support themselves genteelly in the society they should be bound to move, was bad enough; but to hold out a bait, an inducement to duty, is really contemptible. It shames me to see the low estimation the officers of the army are held in by those who command them; by those who should cherish with vigilance every avenue to the soldier's honor, and who should look down with indignity every attempt to attain it. Instead, what do we see? a bribe is held out! the recruiting officer is actually bribed to his duty!!

Accompanying this modification order is another, specifying in goodly array, ten permanent posts, entitled to double rations; though the originator well knew when he named them that it was barely possible more than two or three could profit by his bountiful munificence. The order referred to named ten recruiting stations entitled to double rations, and provides that no recruiting officer will be entitled to the same, unless he shall enlist at least twelve good recruits during the month, if in charge of one rendezvous, or eighteen recruits when in charge of two separate stations.

Had this been the arrangement in the year ending the 30th Sept., 1838, (during the whole of which, nearly, enlistments were for three years, and no regard to size,) the following stations would have been entitled to double rations: Boston, New York, Philadelphia, and Baltimore. Now I doubt if more than two will be entitled, viz: Philadelphia and New York. Yet the General-in-chief, as if in mockery, has designated no less than ten.

#### JUSTICE.

#### Domestic Intelligence.

**THE COURT MARTIAL.**—We understand that the United States Court Martial, now in session in this city, for the trial of Major Brant, of the U. S. Army, has completed the examination of the testimony on the part of the government, and have entered upon the examination of witnesses on the part of the accused. The Major, we are informed, has dispensed with the testimony of one witness in Florida, and we therefore presume that the investigation will be closed sooner than was anticipated.—*St. Louis Republican*.

**PENSACOLA, July 13.**—The U. S. schr. *Otsego*, Lieutenant Shubrick, arrived here on Monday last from Key West. The *Otsego* is one of the small craft fitted out to operate on the Peninsula against the Indians. An unfortunate accident occurred in firing the salute of the *Otsego* on her arrival. In charging the gun for the thirteenth fire, the powder-ignited before it was completely rammed down, and the explosion so mutilated both the arms of the boatswain's mate employed at the gun, that they were immediately amputated above the elbow.

Lieut. Palmer, of the Topographical Engineers, arrived here yesterday from the mouth of the Suwanee, where he had been engaged in surveying that river. His return was hastened by the ill health of the men engaged in the service with him. Lieut. P. brings no intelligence of importance. The party saw seven Indians in canoes, but they fled at the approach of the whites.—*Gazette*.

**CHANGES, &c. AT FORT MARION.**—Capt. McREE, A. Q. M., relieved by Captain McCRAE, A. Q. M., sailed for Wilmington, N. C. on the 10th instant, on his way to Fort Smith, Arkansas. We take leave of Captain McRee with regret. He has been but a short time among us, but long enough to win the esteem and admiration of the citizens of our Territory.

Dr. BERNARD M. BYRNE sailed on the 10th instant in schr. *Medium*, on leave of absence. Dr. B. has been in Florida for the last three years, actively and permanently engaged in field duty.

Capt. J. R. BARENT GARDENIER, ordered to Fort Macomb, on river St. Marks, Fla.

Col. GATES, 3d artillery, has established his head quarters at this post.

Lieut. RANDOLPH RIDGELY, 3d artillery, and Adjutant, at Fort Marion.

Lieut. FERDINAND COXE is in command of Capt. McRee's company, 1st infantry, which now garrisons this post.—*St. Augustine News*, July 13.

#### From the Savannah Georgian.

Extract of a letter received by a gentleman of this city, on Saturday.

CAMP NEAR FORT LAUDERDALE, E. F. }  
June 22d, 1839. }

"Since the promulgation of the treaty, our camp has been visited every day by large parties of Indians. On the 19th, Ap-pi-ac-ka, or Sam Jones, made his appearance, attended by 15 or 20 warriors and a negro. He desired a recapitulation of the terms of the treaty, and professed himself pleased. He laid down the law to the Indians and ordered them to understand and to obey it. The high opinion entertained of the influence of this chief is fully warranted, by the deference paid him by his people, and even by \*Chitto-Tustinugee who was present.

Sam Jones sent to inform me, yesterday, that he had sent to the Big Cypress Swamp for Coa-coo-chee, and thought he would bring him to terms. It may be important to inform you that by the computation of Sam Jones, there are 261 Micasuky warriors now in Florida, and that they and the Seminoles are scattered in different directions; and that the main camp lies at the head of this river, (New) which Sam Jones informed me could at any moment turn out 300 warriors, an assertion warranted by the number we have already seen, and heard of. He said moreover, that the treaty had met with some opposition, and it would be some time before the Indians who inhabited the Swamp could hear of it.

\*Chitto-Tustinugee, is chief whom Sam Jones sent to treat with Gen. Macomb.

**KEY WEST, June 19.**—The steamer *Santee*, on her way from Cape Florida to Charlotte Harbor, touched here on the 14th inst. She had Col. Harney on board, who is going to locate trading posts on the tract assigned to the Seminoles by the treaty, so called, lately made with them, by General Macomb.

There was some misunderstanding at Pensacola between Admiral Baudin and Captain Shubrick, commanding the American squadron on the West India station, originating in the inequality of the rank of the two commanders. Our navy will ever be subject to these disagreeable occurrences till the rank of admiral is conferred upon some of our older captains by Congress.—*Louisianian*.

**GENERAL ENCAMPMENT.**—There is to be a gathering of volunteers at Mechanicsburg, in Cumberland county, about eight miles from Harrisburg, on the 4th of September. Besides the several companies of Cumberland, it is understood that the volunteers of Chambersburg, York, some companies of Philadelphia, and other places will be in attendance. Should the weather be pleasant, there will undoubtedly be a splendid military display. It is expected they will be reviewed by the Governor.

Mechanicsburg is a neat village, handsomely situated, and has fine fields for parade grounds, adjoining. As the canal commissioners are authorized to remit the tolls to volunteers, this will be an admirable opportunity for the companies residing up the Susquehanna and Juniata, and in Lancaster, Chester and Philadelphia, to meet and exchange civilities with those of Cumberland, Dauphin, Perry, Franklin, Adams and York. Should a movement of this kind be made, Lebanon and Berks will undoubtedly send over some of their spirited and fine looking troops.—*Keystone*.

A long sixty-eight pounder has just been received from the Cold Spring Foundry for the U. S. steam frigate *Fulton*, Capt. Perry. It is intended for experiments at Sandy Hook (where the *Fulton* now is) with Paixhans' shot—the same used at the destruction of the Castle of San Juan d'Ulloa by Admiral Baudin.—*New York Star*.

**THE NORTH CAROLINA 74—NAVAL APPRENTICES AGAIN.**—The broad pennant of Commodore Ballard was hauled down from the *North Carolina* on Tuesday, and the blue pennant of Commodore Ridgely, commander of this station, hoisted in its place. This ship is to be retained at the navy anchorage in our harbor, where she now lies as a school of practice for naval apprentices, under the direction of Captain Gallagher, aided by Lieut. Marshall, (late of the *Hudson* receiving ship) as executive officer. The last mentioned gentleman has for some time had the superintendence of the admirable school for apprentices on board the *Hudson*. The pupils will now be transferred to the *North Carolina*, which, it is believed, will accommodate a school of 1500. What a capital nursery this for young seamen. There will be in time as much competition among families to get admission for their children in this practical naval seminary, as there has been to obtain a cadet's commission in the celebrated military school at West Point.—*New York Star*.

#### NOTICE TO MARINERS.

A Triangular Monument of granite is erected on Bowditch's Ledge, Salem harbor. The Ledge is 1½ miles distant, W. N. W. from Baker's Island Light Houses. The Monument is twenty feet at the base, thirty-two feet high, points to the E. S. E. and bevels to six feet at the top. Above the structure is a black spar, twenty feet high, on the top of which is placed a cage of lattice work, ten feet by six.

*Correspondence of the N. Y. Journal of Commerce.*

**MAZATLAN, May 15, 1839.**—We beg to enclose you a list of the officers attached to the U. S. brig *Boxer*, which arrived here on the 11th, 47 days from Callao; all well on board. The *Boxer* remains on this coast until July, when she will sail direct to Valparaiso and the U. S. (New York.)

*Lieut. Com'g*, Wm. C. Nicholson; *Lieut. J. B. Cutting*; *Act'g Master*, Benj. F. Shattuck; *Purser*, Saml. Forrest; *Asst. Surgeon*, S. W. Kellogg; *Passed Mid.* R. M. Harvey; *Mid.* Chas. Deas; *Mid.* Wm. B. Muse; *Captain's Clerk*, Henry G. Jones; *Act'g Gunner*, Jas. Griffin.

**POOR JACK.**—Coming up Barclay street on Friday morning, between six and seven o'clock, on our way to the office, we saw a sight that occasioned most painful feelings, and furnished material for sorrowful meditation. It was a sailor—a fine manly looking fellow—the blue trimming of whose shirt-collar marked him as belonging to the naval service; and he was very drunk. When we first saw him he was staggering along the side walk; but as we passed him he stopped and pressed both hands strongly upon his eyes, while a terrible expression of bodily and mental anguish was stamped upon his features. He stood thus for nearly half a minute, and then fell heavily to the ground, where, after a few struggles, he stretched himself out at length, to sleep off the effects of his debauch. He had no doubt been carousing all night in some miserable rum-hole—squandering perhaps the last dollar of the hundreds paid to him only a few days since, on his discharge from the *North Carolina*.

Now the great question is, cannot some effectual means be devised to rescue the sailor from the accursed and ruinous dominion of liquor? We know that the attempt is considered hopeless by many, because, they say, Jack loves it, and must and will have it—there is nothing in himself which can be looked to for co-operation—it is not temptation that overcomes him, but his own unconquerable appetite.—Now we say that all this is not true. Jack knows and loathes the vice to which he yields—he makes good resolutions against it—and with a little external help his good resolutions would prevail to save him. We are enabled to cite two anecdotes in point.

The commander of the *Naval Rendezvous* in this port was first lieutenant of the frigate *Brandywine*, during her last cruise in the Pacific. A few days since a sailor named Coody—and a very excellent one—presented himself at the *Rendezvous*, to pay his respects to the officer under whom he had served so long, and to ask him if he was likely soon to get a ship—declaring his determination not to enter the service again until he should be able to do so under his old commander. This man Coody, when he shipped on board the *Brandywine*, was a most inveterate toper. It was his only fault, and he had it in perfection. Drunk he would get, as often as he could get liquor. He was punished in various ways for this offence, but all to no purpose. So sure as liquor came within his reach he was brought up for intoxication.

At length the first lieutenant said to him, one day, when brought before him as usual—"Coody, you know that I don't use many words; there has been quite enough of this, and it's time for you to knock off." "I think so too," said Coody—"I won't drink any more." And he kept his word. From that day until the arrival of the *Brandywine* at Norfolk, there was not a more sober man on board than Coody.

The other anecdote to which we have referred is still more in point. A day or two since one of the *North Carolina's* men applied at the *Rendezvous* to ship—having been on shore less than a week. He stated, voluntarily, that his inducement was, to get away from liquor. If he staid on shore, he said, he should drink himself to death. He knew the ruin he was bringing on himself—he detested the vile poison that so corrupted and debased him, soul and body—but he could not resist the temptations that beset him at every turn while he remained on shore. He was anxious to ship again, that he might have a chance to keep sober.—*N. Y. Commercial Advertiser*.



**Military Intelligence.**

**Medical Staff.**—Ass't Surgeon Abadie ordered to relieve Ass't Surgeon Birdsall, at Rouse's Point, and the latter to proceed to Fort Towson. Ass't Surgeon Motte assigned to duty at Fort Gratiot.

**1st Dragoons.**—Capt. Cooke, sick leave for 3 months. Lieut. Ruff, ordered to Camp Washington, for duty. Capt. Sumner, ordered to Camp Washington (temporarily) to take command of the squadron of dragoons stationed there.

**4th Artillery.**—Leave from 1st to 28th Aug. granted to Lieut. T. L. Ringgold.

**6th Infantry.**—Capt. Searight, leave 2 months, for the benefit of his health. Lieut. Harrison's resignation accepted, to take effect 22d July.

**7th Infantry.**—Lieut. Montgomery, sick leave 4 mos.

**ARMY.**

**OFFICIAL.**

GEN. ORDERS, } ADJUTANT GENERAL'S OFFICE,  
No. 40. } Washington, July 22, 1839.

Brevet Major H. Saunders, of the 1st artillery, now the senior captain serving with his regiment, is, agreeably to the provisions of the General Regulations, assigned to duty according to his brevet rank. He will repair to Hancock Barracks, Houlton, Maine, and relieve Brevet Major R. M. Kirby, who will then proceed to Plattsburgh, and join his company.

BY ORDER OF MAJOR GENERAL MACOMB:  
L. THOMAS, Asst. Adj. Gen.

**Naval Intelligence.**

**U. S. VESSELS OF WAR REPORTED.**

Schr. Experiment, Lt. Com'dt J. Glynn, sailed from Charleston, July 15, for Satilla river, Ga.

**PACIFIC SQUADRON.**—Schr. Shark, Lt. Com. Bigelow, dropped down from the naval anchorage below Norfolk to Hampton Road on Friday last, and remained there on Sunday evening. The following is a list of her officers:

Lieut. Com'dg, A. BIGELOW; Lieuts., W. A. Wurts, Alex'r Gibson; P. Ass't Surgeon, N. C. Barrabino; Purser, Hugh W. Green; P. Mid. F. E. Barry, (doing master's duty,) P. U. Murphy, J. B. Carter; Mid. E. A. Barrot, J. S. Day.

Ship St. Louis, Comm't Forrest, from New York, spoken July 13—lat. not given.

Brig Boxer Lt. Com'dt W. C. Nicholson, left Mazatlan, May 20, for

**NAVY.**

**OFFICIAL.**

NAVY DEPARTMENT, July 19, 1839.

The Board of Naval Surgeons, recently convened in Philadelphia, terminated its proceedings on the 12th instant.

The following Assistant Surgeons were examined, and found qualified for promotion, viz:

D. C. McLEOD, to retain his original position on the register, next below John A. Lockwood.

NINIAN PINKNEY, ROBERT T. BARRY, and GEORGE W. PEETE, to retain their present relative position on the register.

The following candidates for admission into the Navy were passed in the order as to relative merit here stated, viz: No. 1 John O'C. Barclay, No. 7 G. G. Wilson,

2 J. B. Gould,	8 J. H. Wright,
3 Chs. H. Wheelwright,	9 N. T. Moore,
4 R. W. Jefferey,	10 Joseph Hopkins,
5 Thomas M. Potter,	11 John Thornley,
6 Wm. A. Nelson,	12 Daniel L. Bryan

**ORDERS.**

July 16—P. Mid. J. C. Williamson, Navy Yard, N. Y.  
17—P. Mid. W. T. Muse, steam ship Fulton, as acting master.

Carpenter W. Knight, Navy Yard, Norfolk.

19—P. Mid. W. P. McArthur, detached from ship Fulton, and on leave.

20—P. Mid. H. L. Chipman, steam ship Fulton.  
P. Mid. J. M. Frailey, Rendezvous, Philad.

**APPOINTMENT.**

July 16—William Knight, acting Carpenter.

**RESIGNATIONS.**

July 16—Edwin W. Moore, Lieutenant.  
William Farrow, acting Boatswain.

**BEEF AND PORK FOR 1840.**

NAVY COMMISSIONERS' OFFICE, July 9, 1839.

**SEALED OFFERS**, endorsed "Offers for Beef," or "Offers for Pork," as the case may be, will be received at this office until three o'clock P. M., of the 31st of August next, for furnishing and delivering, free of all cost and charge to the United States, five thousand five hundred barrels [5,500 bbls.] of Navy Beef, and five thousand five hundred barrels [5,500 bbls.] of Navy Pork, each barrel to contain two hundred pounds nett weight of Beef or Pork.

Fifteen hundred barrels [1,500 bbls.] of the Beef, and fifteen hundred barrels [1,500 bbls.] of the Pork, to be delivered at the Navy Yard, Charlestown, Mass.

Two thousand barrels [2,000 bbls.] of the Beef, and two thousand barrels [2,000 bbls.] of the Pork, to be delivered at the Navy Yard, Brooklyn, N. Y.

And two thousand barrels [2,000 bbls.] of the Beef, and two thousand barrels [2,000 bbls.] of the Pork, to be delivered at the Navy Yard, Gosport, Va.

All of the said beef and pork to be delivered between the 15th March and the 15th May, 1840.

The beef must be packed from well-fattened cattle, weighing not less than six hundred pounds nett weight; all the legs and leg rounds of the hind quarters, and the clods, neck, or sticking pieces, shins, and cheeks of the fore quarters, or the parts numbered fourteen, fifteen, sixteen, seventeen, and eighteen, on the drawing or delineation of the parts of an Ox, which will be attached to, and form a part of, the respective contracts, must be wholly excluded from the barrel; and the remainder of the carcass must be cut in pieces of not less than eight pounds each.

The pork must be corn-fed and well fattened; all the skulls, feet, and hind legs entire, must be excluded from the barrel; and the remainder of the hog must be cut in pieces weighing not less than six pounds each; not more than three shoulder-pieces, and one jowl and a half, or the jowls of a hog and a half, shall be allowed to a barrel.

The whole quantity of the said beef and pork must be slaughtered between the first day of November next and the periods of delivery; must be thoroughly salted or struck with the best quality clean, coarse, Turk's island, Isle of May, or St. Ubes salt, and no other; and after remaining a sufficient time for the salt to penetrate the meat in the most thorough manner, it is to be packed with a sufficient quantity of the same quality of salt, and five ounces of pure saltpetre, pulverized. The salt used in striking must be carefully separated from the pieces, and the pieces must be drained or placed on inclined boards, and suffered to remain in that state for some time before the pieces are put in the barrel.

The barrels must be made of the best seasoned heart of white oak, free from sap wood, and the staves must be at least three-fourths of an inch thick, and not more than four inches wide; they must be fully and substantially hooped and nailed, at the expense of the respective contractors.

Each barrel must be branded on its head "Navy Beef," or "Navy Pork," as the case may be, with the contractor's name, and the year when packed.

The beef and the pork will be inspected by the inspecting officers at the respective navy yards aforesaid, and by some "sworn inspectors of salt provisions," who will be selected by the respective commanding officers; but their charges for such inspection must be paid by the respective contractors, who must likewise have the barrels put in good shipping order to the satisfaction of the Commandants of the respective navy yards aforesaid, after the inspections, and at their own expense.

Bidders must specify their prices separately and distinctly, in separate offers, for the beef and for the pork, and for each of the places of delivery, covering all expenses and charges. Letters from some Navy Agent, Commandant at a navy yard, or other person, well known to the Department, must accompany the offers of each person, and state the belief of the writer that the person offering to contract has the ability to perform his contract in a satisfactory manner, and that his sureties are also responsible for the amount of the contract, or the offers will not be considered.

The Board of Navy Commissioners reserve to themselves the right to reject all offers from persons who have heretofore failed to fulfil their contracts.

Bonds in one-third the amount of the respective contracts will be required, and ten per centum in addition will be withheld from the amount of each payment to be made as collateral security for the due and faithful performance of their respective contracts, which will on no account be paid until the contracts are complied with in all respects. After deducting ten per centum, payment will be made by the United States within thirty days after the said beef and pork shall have been inspected and received, and bills for the same shall be presented to the Navy Agents, duly approved by the Commandants of the respective Navy Yards, according to the terms of the contracts.

The parts of the beef to be excluded from the barrel are particularly designated in the engravings to be attached to the contracts. Persons interested, who have not heretofore seen the engravings, can obtain them on application at this office. July 11—td

**SPECTATEUR MILITAIRE.**—A complete set of this valuable work for sale at this Office, on reasonable terms. Its character is well known to all military men. There are 24 volumes, 19 of which are neatly half-bound, and the remainder in pamphlets, as published. Terms made known on application.

July 11—tf.

**M. R. BUTLER'S ADDRESS,** delivered before the Dialectic Society at West Point. Price 18 $\frac{3}{4}$  cents per single copy, or \$1.50 per dozen. Orders promptly executed by

S. COLMAN,  
No. 8, Astor House, New York.

July 11—3t.

OFFICE OF COMMISSARY GENERAL OF SUBSISTENCE, }  
Washington, July 1, 1839. }

**SEPARATE PROPOSALS,** will be received at this office until the first day of October next, for the delivery of provisions in bulk for the use of the troops of the United States, upon inspection, as follows:

*At New Orleans.*

100 barrels of pork  
200 barrels of fresh superfine flour  
90 bushels of new white field beans  
1,500 pounds of good hard soap  
40 bushels of good clean dry salt

*At the public landing, six miles from Fort Towson, mouth of the Chiemichi.*

400 barrels of pork.  
800 barrels of fresh superfine flour  
360 bushels new white field beans  
6,000 pounds of good hard soap  
160 bushels of clean dry salt  
The whole to be delivered in all the month of April, 1840, and to leave Natchitoches by 20th Feb. 1840.

*At Fort Smith, Arkansas.*

1,000 barrels of pork  
2,000 barrels of fresh superfine flour  
900 bushels of new white field beans  
15,000 pounds of good hard soap  
400 bushels of good clean dry salt  
The whole to be delivered in all the month of May, 1840.

*At St. Louis, Missouri.*

500 barrels of pork  
1,000 barrels of fresh superfine flour  
450 bushels of new white field beans  
7,500 pounds of good hard soap  
200 bushels of good clean dry salt

*At Fort Crawford, Prairie du Chien, Mississippi river.*

200 barrels of pork  
400 barrels of fresh superfine flour  
180 bushels of new white field beans  
3,000 pounds of good hard soap  
2,000 pounds of good hard tallow candles  
80 bushels of good clean dry salt  
The whole to be delivered by the 1st of June, 1840.

*At Fort Snelling St. Peters.*

400 barrels of pork  
800 barrels of fresh superfine flour  
360 bushels of new white field beans  
6,000 pounds of good hard soap  
4,000 pounds of good hard tallow candles  
160 bushels of good clean dry salt  
The whole to be delivered by the 15th June, 1840.

*At Fort Winnebago, on the Fox river, at the portage of Fox and Wisconsin rivers.*

300 barrels of pork  
600 barrels of fresh superfine flour  
270 bushels of new white field beans  
4,500 pounds of good hard soap  
3,000 pounds of good hard tallow candles  
120 bushels of good clean dry salt  
The whole to be delivered by the 1st of June, 1840.

*At Fort Howard, Green Bay.*

200 barrels of pork  
400 barrels of fresh superfine flour  
180 bushels of new white field beans  
3,000 pounds of good hard soap  
2,000 pounds of good hard tallow candles  
80 bushels of good clean dry salt  
The whole to be delivered by the 1st of June 1840.

*At Fort Brady, Sault de Ste Marie.*

100 barrels of pork  
200 barrels of fresh superfine flour  
90 bushels of new white field beans  
1,500 pounds of good hard soap

1,000 pounds of good hard tallow candles  
40 bushels of good clean dry salt  
The whole to be delivered by the 1st of June, 1840.

*At New York.*

400 barrels of pork  
800 barrels of fresh superfine flour  
360 bushels of new white field beans  
6,000 pounds of good hard soap  
4,000 pounds of good hard tallow candles  
160 bushels of good clean dry salt

*At Baltimore.*

200 barrels of pork  
400 barrels of fresh superfine flour  
180 bushels of new white field beans  
3,000 pounds of good hard soap  
2,000 pounds of good hard tallow candles  
80 bushels of good clean dry salt

**NOTE.**—All bidders are requested to extend the amount of their bids for each article, and exhibit the total amount of each bid. The periods and quantities of each delivery, at those posts where they are not specified, will be, one-fourth 1st June, 1st September, 1st December, 1840, and 1st March, 1841. The hogs of which the pork is packed to be fattened on corn, and each hog to weigh not less than two hundred pounds, and will consist of one hog to each barrel, excluding the feet, legs, ears, and snout. Side pieces may be substituted for the hams. The pork is to be carefully packed with Turks island salt, and in pieces not exceeding ten pounds each. The pork to be contained in seasoned heart of white oak or white ash barrels, full hooped; the beans in water tight barrels, and the soap and candles in strong boxes, of convenient size for transportation. Salt will only be received by measurement of thirty-two quarts to the bushel. The candles to have cotton wicks.

The provisions for Prairie du Chien and St. Peters must pass St. Louis for their ultimate destination by the 15th April, 1840. A failure in this particular will be considered a breach of contract, and the Department will be authorized to purchase to supply these posts.

The provisions will be inspected at the time and place of delivery, and all expenses to be paid by contractors until they are deposited at such store houses as may be designated by the agent of the Department. The Commissary General reserves the privilege of increasing or diminishing the quantities, or of dispensing with one or more articles, at any time before entering into contract, and also of increasing or reducing the quantities of each delivery one-third, subsequent to the contract, on giving sixty days' previous notice. Bidders not heretofore contractors are required to accompany their proposals with evidence of their ability, together with the names of their sureties, whose responsibility must be certified by the district attorney, or by some person well known to the Government; otherwise their proposals will not be acted on. Advances cannot be made in any case; and evidence of inspection and full delivery will be required at this office before payment can be made, which will be by Treasury warrants on banks nearest the points of delivery, or nearest the places of purchasing the supplies, or nearest the residence of the contractors, at their option. No drafts can be paid under any circumstances. Each proposal will be sealed in a separate envelope, and marked "Proposals for furnishing Army Subsistence."

GEO. GIBSON, C. G. S.

July 4—tSept.20

#### CARD.

**TO THE OFFICERS OF THE U. S. ARMY AND NAVY.**—The subscriber would respectfully inform the gentlemen, officers of the United States Army and Navy, that he has taken much pains to acquire a thorough, correct, and practical knowledge in manufacturing military HATS and CAPS, both for the Army and Navy, and is much gratified with the very liberal patronage thus far extended to him, and by his attention hopes to merit a continuance of the same.

He would now inform them that he has received the new patterns of May, 1839, and is prepared to furnish, in the best style, Military Cocked Hats, Chapeaus, Undress, Fatigue and Forage Caps, all of which he will insure to be in strict accordance with the regulations of the Army and Navy. He has also made arrangements with one of the first houses in London, and is prepared to receive orders and import Epulettes, Sword Knots, gold and embroidered Lace, bullion Loops, Tassels, etc., at short notice.

CHS. F. RAYMOND,

July 4—3m

No. 104, Chestnut st., Philadelphia.

#### ARMY, NAVY, AND MARINE UNIFORMS

**JOHN SMITH,** (late of West Point,) would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch.

N. B. Embroidered Engineer belts, and all Military equipments furnished as usual, at 168 Pearl street, New York City.

July 18—tf